

CLASSIFICATION SECRETCOUNTRY East Germany SECURITY INFORMATION REPORT
TOPIC Erfurt-Bindersleben AirfieldEVALUATION 25X1 PLACE OBTAINED 25X1DATE OF CONTENT 25X1DATE OBTAINED 25X1 DATE PREPARED 6 November 1953REFERENCES 25X1PAGES 2 ENCLOSURES (NO. & TYPE) 25X1REMARKS 25X1

This is UNEVALUATED Information

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1. The following observations were made at Erfurt-Bindersleben airfield between 8 and 22 October 1953:

8 October. Between 1:30 p.m. and 3:30 p.m., intensive air activity was observed at the field. There was a 7/10 overcast and good visibility. At 1:30 p.m., two flights of Il-10s landed at the field. After 1:30 p.m., MiG-15s were repeatedly observed landing.

9 October. Throughout the day, there was intensive air activity involving Il-10s and MiG-15 and U-MiG-15s in formations of up to 13.

10 October. Air activity was again heavy throughout the day. Swept-back-jet aircraft as well as single-engine aircraft were observed aloft.

11 October. Although there were no clouds, air activity was considerably lighter than on the preceding days. In the afternoon, landings were made by Il-10s; 2 Li-2s and 1 Po-2. A total of 24 Il-10s and 7 MiG-15 and U-MiG-15s were counted in the southeastern corner of the field. The Il-10s were parked in two lines of 12 aircraft each and were camouflaged by tarpaulins and twigs. Nevertheless, the aircraft could be observed. The swept-back jet fighters were not covered by tarpaulins. 25X1

12 October. There was again intensive air activity. The weather was cloudless and visibility good. Formations of MiG-15s were repeatedly observed aloft.

13 and 14 October. intensive air activity was conducted by MiG-15 or U-MiG-15s and Il-10s which flew from west to east as well as from east to west. 25X1

16 to 20 October. No air activity was observed. The weather was foggy. 1

21 October. Intensive air activity was conducted. Between 2:30 p.m. and 4 p.m., about 35 Il-10s took off in formations and headed east. At the same time, take-offs were made by more than 20 MiG-15 or U-MiG-15s which also departed.

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22 October. No air activity was observed at the field. There was a closed ceiling and dull weather. No aircraft were observed in the southeastern corner of the field where 24 Il-10s and 7 MiG-15s had been counted on 11 October.

2. On 11 October, two PKV-45 DF stations were observed on the northeastern edge of the field, about 120 meters east of the border of the landing field. The northern installation had a small green temporary building with a rod antenna between the masts, while the other installation had a tent in the middle of the square of masts. A radio truck and a radio mast each were observed about 30 meters east of the two DF stations. A gap, about 150 meters wide, was observed in the fence at the eastern side of the field. This gap was not yet closed on 22 October. 25X1
 a cable line fitted on wooden poles, about 2 meters high, and new light wires or telephone lines at the field. 1
3. Since 11 October, a number of landing lights have been observed mounted on poles in the extension of the runway. Two of the lights fitted on poles, about 60 cm high, were inside of the landing field border, while the other 6 to 8 lights were on poles, about 2 meters high, outside of the field border.
4. Motor vehicles observed entering and leaving the field between 15 and 22 October included seen and trucks 25X1
 The drivers of all trucks wore black-bordered blue epaulets. 3

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